

What You Want to Know About Your Auto and How To Drive It and Keep It

Expert Advice How to Keep Automobiles Running Smoothly and the Best Way to Remedy Machine Troubles—Traffic Suggestions and Pleasure Routes for Evening World Readers.

By GEORGE H. ROBERTSON.

THE adoption of a standard traffic code with the view of securing uniformity in traffic regulations will be of immense help to automobilists in various cities that have been slow to recognize the importance of the safety first movement. A single set of rules will be the means of instructing all drivers and residents of cities in the simple regulations of safety. If the standard code is adopted as now proposed in all of the larger cities, motorists touring from one city to another will have no excuse for violating any traffic laws. Records show proof of the fact that motorists have been to a great extent the worst offenders against traffic regulations. It has been the aim of the authorities in the different cities to draft requirements with the view of reducing the great number of preventable accidents. It is proposed to further eliminate the possibility of street accidents by standardizing signs and signals throughout the country. The semaphore system in use on Fifth Avenue has been recognized as being very efficient, and its use has been lately adopted by Detroit, Baltimore, Washington, St. Louis, Boston, New Orleans and several other large cities.

My car employs the circulating oiling system. Should the old oil be drained out and the reservoir cleaned, or is it only necessary to renew the oil supply as it is exhausted?

A. T. HARRISON.
With the circulating lubricating system in popular use, the same oil is used over and over again. While much of this may eventually be burned in the cylinders, it is probable that the lubricant will become "worn" before the reservoir is emptied. Consequently the level of the oil in the reservoir should not always be taken as the criterion to judge the condition of the lubricating system. Although a strainer is used to free the oil of all foreign matter as the lubricant starts on its return trip, it is the experience of many designers that the oil, if used too long, gradually becomes filled with minute particles of iron filings worn from the rings, piston, cylinder walls and bearings. If oil is used in this condition the metal filings will act as an abrasive and will wear the very surfaces that the lubricant is supposed to protect. It is therefore advisable to replace the old oil with fresh lubricant several times throughout the season. If care is taken in this direction, the motor will give excellent service with this system of lubrication and the wear of the moving parts will be reduced to a minimum.

Is it true that the gravity of gasoline now on sale is lower than was formerly (one case)? If so, is there any difference in the results obtained from my motor due to this change?
WILLIAM ATKINSON.
It is considered by good authority that the specific gravity of the gasoline now sold is about 60 or 62, whereas for a few years a 68 and 70 degree could be obtained. Although the higher gravity gasoline is more readily vaporized, and therefore enables the motor to be started more easily when the latter is cold—it is not true that the higher grades produce more power. In fact, the contrary is the case, for any grade of gasoline produces, when burned, the same amount of heat per pound. Remember that the power developed by the motor is directly dependent upon the amount of heat formed by the explosion of the gasoline vapor. Inasmuch as the lower grades of gasoline are heavier, you will realize that there is a greater number of pounds per gallon than in the higher gravity of gasoline. Consequently, the lower gravity delivers more power for the same number of gallons.

How do you account for the fact that my motor runs faster with the throttle half open than when I open it wide?
L. PARKES.
The peculiar behavior of the motor may be due to several causes. It is quite possible that the auxiliary air valve of the motor does not open sufficiently wide to supply the air necessary at high speed, and therefore, the mixture becomes too rich and the motor starves. I would advise you to try relieving the tension on the auxiliary air spring by turning the valve a little at high speed. It is also quite possible that the motor is being run at a higher speed than that for which it was designed. The cams of the motor can only lift the valves a certain amount, and at excessive speeds this amount may not be sufficient to admit all of the mixture necessary before they are again closed at the end of the stroke. If this is the trouble, it will be necessary for you to confer with the maker of the car or motorcycle, with a view to obtaining a new cam shaft or cams that are designed to give a greater lift to the valves. I would not advise you to make such a change, however, unless you are certain that the trouble lies here and that you absolutely

MOTORISTS' PROBLEMS SOLVED

George H. Robertson, America's foremost automobile expert, may be consulted by automobile owners, prospective owners and chauffeurs. He will not only take a course in your school, but will also give private instruction at hours to suit convenience. Special Classes for Ladies. Call or write for booklet. Stewart Auto School, 225 WEST 57TH STREET (at Broadway). Men desiring to be trained as Motor Truck Drivers or as Chauffeurs. Men get full information without any obligation or expense by talking with Mr. Robertson, who is waiting at the West Side Automobile School, 305 W. 57th St., New York.

Gay Old Boys Past Half Century Mark Who Are All Past Masters of the Foils



NEW YORK BOASTS UNIQUE TEAM OF VETERAN FENCERS

Each Master of Foils Is Over 55 Years Old and All Gay as Larks.

"The idea," said Dr. Hammond, "is to cultivate the frame of mind that the man of fifty need not sit in the chimney corner at his latting. There are ever so many interesting things for him to do if he will."

"I don't see why, in this age, when efficiency has become a god worshipped everywhere, they don't lay more stress on the doctrine of keeping fit by having fun. Surely it is much more interesting to be at one's best as the result of fascinating play than to keep fairly well by living up to some tyrannical scheme of diet and plodding exercise. What we need today is less faddism and more intelligent play."

"Every man on our veteran fencing team has had a lot of fun all his life—and is having as much fun now as ever. And that is what we hope to prove by our match with the youngsters—the value of having healthy fun. It won't matter in the least which team wins the match, though I can assure you that the old men will put up a contest well worth watching. The big thing we hope to demonstrate is that through having an amusing exercise while enjoying life in every sane way we are still on a par with the lads thirty years or more our juniors."

WAS ABSURDLY GRAY AND IS STILL ROSY-CHEEKED. It is impossible while looking at

Dr. Hammond to realize that he has been a New Yorker for fifty-two years (having escaped from Philadelphia at the early age of six); yet that is the simple truth. The writer remembers him in the early nineties as a rosy-cheeked athlete, disguising his youth with a beard, a moustache and a pair of sideburns. Today the beard is no longer there, but the cheeks are rosy, and his step is as agile as ever. He is more than 6 feet and 200 pounds of bone and muscle, yet one never thinks of him as a big man, he is so lithe and brisk.

"All our veterans fence three or four times a week," Dr. Hammond continued. "Most of us do a little work in the gym, besides. It is a good thing to keep all the muscles limbered up with a little light work. There isn't a faddist on our team. We have no pet diets or crankisms of any sort, but eat and drink what we like. We have only one rule: NOTHING IN EXCESS. We expect to keep on fencing for the next twenty years at least."

"How about your blood pressure and your heart?" the visitor asked. "My memory full of solemn warnings to the athlete of forty years that had been visited upon him by good doctors."

"Oh!" Dr. Hammond began, then abruptly checked himself. "It looked as if he intended saying, 'Oh, hang our hearts and our blood pressure! But actually he said nothing of the sort. He made a serious reply."

"We've all got elastic arteries and normal hearts," he said. "That happy condition is the reward of having always kept up a reasonable amount of hard physical work—or fun, rather. I don't think there's one man on our team who has ever felt anything to make him conscious of having a heart. What a blessing it would be to mankind if they'd stop worrying over symptoms and put in more time having fun."

That seems to be his prescription for keeping the human organism always at concert pitch. He laughs at extremists, though admitting that perhaps some of them, in their good regular habits as to eating, work and sleep—and regularity in amusement, too—he urges upon all.

He is a specialist in the United States Customs Service. Dr. Graeme M. Hammond, fifty-eight, alert and specialist in nervous diseases; won national championships in fella and duelling sword and got second in sabres in one evening. Has raced on bicycles, on foot and swimming and played football; still wrestles and runs from one to five miles a day; runs two-cylinder cars and has no chauffeur; operates his own machine shop, with screw-cutting lathe, air compression plant, power drills, forge, etc.

Samuel T. Shaw, fifty-seven, busy a lot. He is a specialist in the United States Customs Service. Dr. Graeme M. Hammond, fifty-eight, alert and specialist in nervous diseases; won national championships in fella and duelling sword and got second in sabres in one evening. Has raced on bicycles, on foot and swimming and played football; still wrestles and runs from one to five miles a day; runs two-cylinder cars and has no chauffeur; operates his own machine shop, with screw-cutting lathe, air compression plant, power drills, forge, etc.

OUCH! PAIN, PAIN, RUB RHEUMATIC, ACHING JOINTS Rub pain right out with small trial bottle of old "St. Jacob's Oil."

Rheumatism is "pain only." Not one case in fifty requires internal treatment. Stop dragging. Rub soothing, penetrating "St. Jacob's Oil" right into your sore, stiff, aching joints and muscles, and relief comes instantly. "St. Jacob's Oil" is a harmless rheumatism cure, which never disappoints and cannot burn the skin.

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HERE'S THE LIST OF FINE OLD BOYS. In looking over the men on the veterans' team one is struck by the fact that practically every one of them has worked hard all his life in the vast City of New York, which is generally conceded to be the most irritating and exhausting city in the world. Yet they are all fit as fiddle, with stout young hearts and jovial dispositions, thanks to manly and cheerful living. Here they are: Charles H. Rothner, fifty-six, New Yorker; won three national championships in one evening—fella, sabres and duelling sword. He fences three or four times a week and writes

hotel man for years; partner of Simon Ford in the Grand Union; won national fella and duelling sword championships in one evening; walks and plays handball. Arthur J. Eddy, fifty-seven, busy corporation lawyer, half his time in New York and the other half in distracting Chicago; fond of running and gymnasium work. Dr. James B. Clemens, fifty-five, in practice and working hard; works in gymnasium and runs. Dr. J. M. Echeverria, fifty-five, not one gray hair in his thatch of solid black, though he has a son practicing medicine. Busy with an active practice; fences and does light gymnastics. Charles E. Goodhue, sixty, retired banker and Treasurer of the New York Athletic Club; does a lot of gymnasium work besides fencing. Col. John M. Carson, U. S. A., fifty-six; in active service; fences, rides and walks. And, listen! The Fencers' Club is getting ready a veterans' team along the same lines, headed by ex-Champions W. Scott O'Connor and Charles Tatham. Perhaps if Dr. Hammond's

vets vanquish the boys the two old-time teams will clash. Then, indeed, will the sparks fly.

BIG INCREASE IN AUTO LICENSES THIS YEAR

31,440 Issued for Metropolitan District in First Fourteen Days of January. Figures given out last night by Frank P. Redmond, Chief of the State Automobile Bureau, indicate that there will be an increase of 40,000 licensed cars in the State this year. In the metropolitan district, which includes Greater New York and five adjacent counties, 31,440 cars were licensed in the first fourteen days of January as against 22,000 for the same period last year.

The chauffeurs licensed in the same period were 11,135 against 12,000 from Jan. 1 to 14 in 1915. The revenue to the State so far is \$225,000 as against \$202,000 for the same number of days a year ago.

In the twelve months of 1915 226,000 machines and 25,000 chauffeurs were licensed in the metropolitan district. The total amount of fees to the State from all sources was nearly \$2,000,000.



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